

# F. Increasing Accessibility

## Objective

**O1 To increase accessibility for all**

## Key Targets (see Performance Indicator Section for full details)

- T1** To achieve a 12.1% increase in bus passenger journeys.
- T2** To achieve 76.3% bus punctuality.
- T3** To increase bus satisfaction to 65%.
- T4** To achieve a 20% increase in train passenger journeys.
- T5** To maintain train punctuality at 97.2% or better.
- T6** To maintain train reliability at 99.5% or better.
- T7** To achieve a 10.6% increase in ferry passenger journeys.
- T8** To triple the number of cycling trips.
- T9** To achieve 100% of pedestrian crossings with facilities for disabled.
- T10** To increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.

## Other Targets (see Performance Indicator Section for full details)

- T14** To increase to 24% the percentage of children participating in cycle training.
- T16** Modal share of journeys to school – target to be confirmed later in the plan process.
- T17** To restrict traffic growth to 2.3% per annum.
- T18** To have no overall deterioration in condition of the principal road network.
- T19** Non-principal road condition target - to be confirmed later in the plan process.
- T20** To have no overall deterioration in condition of the unclassified road network.
- T21** To have no overall deterioration in footway condition.

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## F.1 Accessibility strategy

### F.1.1 Introduction

The ability to access employment, education, health services, shopping, leisure and other opportunities can significantly impact on people's quality of life and life chances. Transport has a significant part to play in accessibility - by ensuring that people can access key destinations with ease and at times that are convenient. However transport is not the only solution. By locating services locally, the Council and other service providers can help reduce the need to travel and actively promote sustainable and prosperous communities

The concept of accessibility planning was first introduced in the Government's Social Exclusion report "Making the Connections" (2003) which identified the relationship between transport, accessibility and social exclusion. The report also highlighted the diverse number of reasons why individuals or groups may feel social excluded ranging from race, gender, age, disability, income to geographic location and car ownership. It is therefore essential that these issues are adequately considered when addressing accessibility.

### F.1.2 Issues

The Isle of Wight is predominantly rural in nature with 2 small urban areas (Newport and Ryde) and 6 town settlements. The 2001 Census indicated that 70% of the Island's population currently live in urban/town areas whilst approximately 40,000 people live in villages and rural areas. (Further details of the Island's population and location of settlements is included Section C - "Transport Issues and Opportunities" and on the Council's website [www.iwight.com](http://www.iwight.com)).

As in many other rural counties, the availability and access to services varies dramatically between urban and rural areas, with most key services available in urban areas and few in small hamlets. The lack of locally available services increases the importance and reliance on good transport links.

The Island has a limited rail network and therefore, for many, buses are the only feasible form of public transport.

Buses are perceived by the public to be expensive and, with only one major bus operator, competition limited. The Island has a good network of cycle ways and footpaths however these are only viable for shorter journeys.



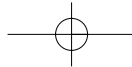
Although the Isle of Wight has a good range of services, some larger, more specific services are not available locally (eg higher education, specialist healthcare). To access these services, Island residents are required to travel to mainland destinations and therefore cross Solent ferries have an important role to play in accessibility.

## F.2 High level accessibility vision and objectives

**Due to both the rural nature of the Island, limited road network and the issue of severance by sea, accessibility is a key issue for both Island residents and visitors. To reflect this importance, increasing accessibility is considered the highest priority of the LTP.**

The LTP seeks to identify areas of poor accessibility and address these issues by delivering innovative and cost effective solutions. These solutions may not necessarily be directly transport related and/or in the Council's control and therefore the Council will need to work closely with other partners and stakeholders to deliver appropriate solutions.

As part of the development of the plan, the Council has held a number of accessibility workshops, inviting over 80 local and national organisations to participate. These workshops have identified a number of key issues along with possible solutions, barriers and potential partners and resources. A number of the issues have been considered further and will be developed into Local Accessibility Action Plans (see Section O - "Additional Information" for workshop notes and invitees).



## F.2.1 Links to wider vision and objectives

Accessibility is a key local issue and will play an integral part in the delivery of the Island's wider vision and objectives. The Community Plan is based around 4 key themes - Safer Island, Healthy Island, Thriving Island and Skilled and Educated Island (see Section B - "Transport and the Wider Context" for more information). Good accessibility is crucial to the success of each of these themes.

The Island's Local Strategic Partnership (LSP) has also been restructured to reflect the 4 themes with the former "Accessible Island" group now part of "Thriving Island". This reflects the importance accessibility has to play in delivering economic prosperity and regeneration. In addition the group has elected the current Quality Transport Partnership chairman as its new Theme Champion and representative on the LSP Executive.

The Island's Local Area Agreement (LAA) works with the Community Strategy to deliver a number of key priorities and targets which include accessibility based indicators consistent with those contained in the LTP.

The Council are currently compiling their Local Development Framework (LDF) which will focus development on sites which benefit from good accessibility and reduce the need to travel (see Sections B - "Transport in the Wider Context" and Section D - "Long Term Strategy" for more details). Transport Planners are working closely with planning colleagues to ensure that accessibility is a key consideration during the identification of future land allocations. This work includes sharing data collected during the LTP process and "accession" computer analysis.

## F.2.2 Implications of wider transport strategies and LTP policies

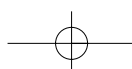
To support these wider plans, the LTP contains a number of policies and schemes which directly and indirectly seek to increase accessibility including:

- Public transport improvements and promotion.
- Improved cycling and walking links.
- Travel planning.
- Parking policy and restraint.
- Traffic management improvements.
- Rights of Way Improvement Plan.
- Footway and carriageway maintenance schemes.
- Major bids.
- Highways PFI.



## F.2.3 Understanding accessibility

When assessing accessibility it is essential to have a good understanding of where people live and where they want to go. Other additional information such as trip purpose, arrival/departure times and possible barriers can also be important. Until recently it has been extremely difficult to make these assessments, however recent advancements in technology, mapping techniques and data availability have assisted in this area.



**“Accession” computer software**

The DfT have commissioned transport consultants MVA to develop accessibility computer software and a copy has been given to every local transport authority in England. This ‘Accession’ software can be used to digitally map destinations and assess accessibility in terms of journey time, distance and cost by various transport modes. Population characteristics such as age, employment and household amenities can also be included to add value to assessments.

Although the DfT recommends the use of Accession this tool is not mandatory. However, having assessed the benefits of the software, the Council believe that Accession will greatly assist in accessibility planning and provide meaningful data on which to consider strategies, policies and action plans. However, the Council recognise that Accession is a useful tool but that data outputs need to be augmented by local knowledge, experience and additional analysis.

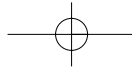
**F.2.4 Use of accessibility analysis**

The Council are intending to use accessibility analysis to inform and guide wider transport strategies and policies including:

- Working with partners in reviewing the location of existing services and facilities eg. healthcare, education.
- Identifying suitable locations for new development.
- Securing and directing appropriate Section 106 financial planning contributions towards infrastructure.
- Appraisal of transport and other schemes – ensuring schemes address appropriate priorities and deliver value for money.
- Identifying areas where more bus services may be commercially viable.
- Highlighting areas where bus services could be improved eg. timetabling and frequency.
- Routes for future tendered bus services - comparing proposed services to where people live, demographic structure, access to a car, journey times and destinations.
- Identifying locations which would be best served by taxis, private hire vehicles, community transport and demand responsive services.
- Making best use of resources.

**F.3 Strategic level assessment**

The Government’s “Making the Connections” report highlighted the importance of accessibility and, in particular, linked the ability to access places of work, learning, healthcare and shopping with quality of life and life chances.



As a result the Government have identified a number of core accessibility indicators:

- % of a) pupils of compulsory school age; b) compulsory school age in receipt of free school meals within 15 and 30 minutes of a primary school and 20 and 40 minutes of a secondary (middle or high) school by public transport.
- % of 16-19 year olds within 30 and 60 minutes of a further education establishment by public transport.
- % of a) people of working age; b) people in receipt of Jobseekers allowance within 20 and 40 minutes of work by public transport.
- % of a) households; b) households without access to a car within 30 and 60 minutes of a hospital by public transport.
- % of a) households; b) households without access to a car within 15 and 30 minutes of a GP by public transport.
- % of a) households; b) households without access to a car within 15 and 30 minutes of a major centre by public transport.

In 2005, the DfT employed MVA to produce Local Authority level data for each of these areas. In addition the Council have used the "Accession" software to map access to each of the key service areas and have compared the Island's accessibility results with those of other Local Transport Authorities.

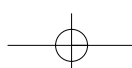
#### *Technical Guidance*

Maps and calculations are produced in accordance with the latest DfT/MVA criteria ie modelled for:

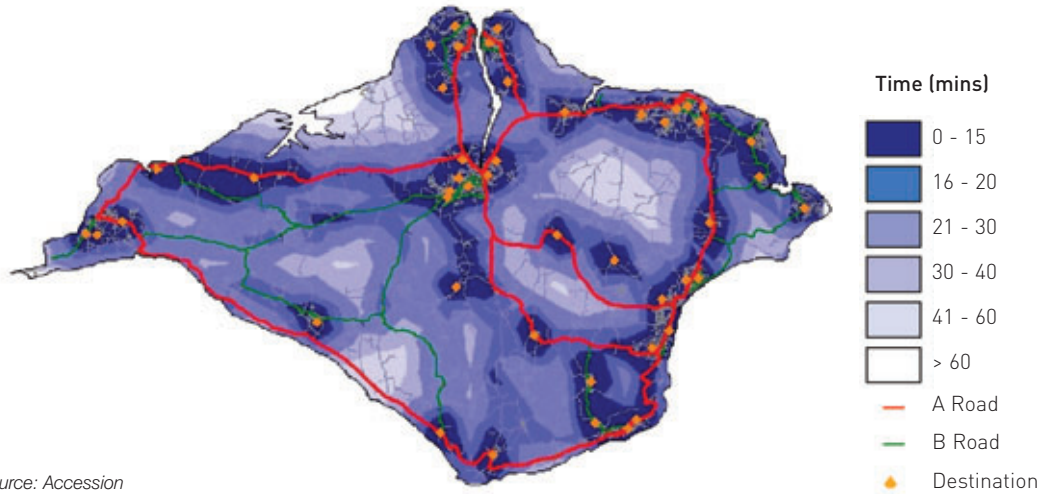
- Tuesday morning between 7.00 and 9.00am.
- Public transport and walking for primary schools, GPs and hospitals.
- Public transport, walking and cycling for secondary schools, FE colleges, employment and shopping.
- Walk and cycle speeds set at 4.8km/h and 16km/h respectively.
- Straight line walk factor of 1.4.
- Connection and interchange distances of 2km and 0.5km respectively.

### **F.3.1 Access to education**

The Island currently has a three tier education system comprising of 48 primary schools, 16 middle schools and 5 high schools (all with 6th form colleges). In addition the Island has one Further Education College. The following maps and tables show access to educational establishments.



*Access to Primary Schools by public transport and walking*

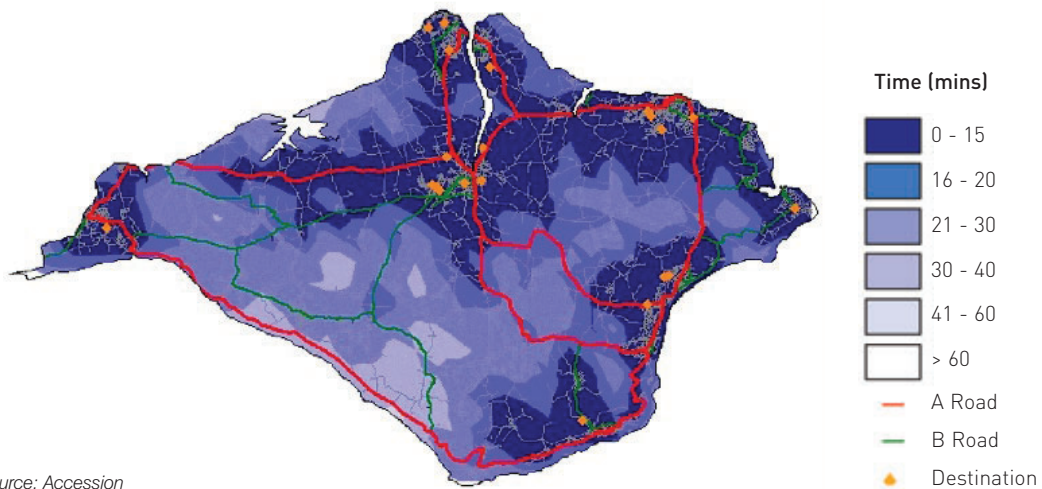


Source: Accession

Access to Primary Schools	% of 5-9 year olds	Ranking (Out of 116)
Within 15 minutes	97.3	= 52
Within 30 minutes	99.5	= 70

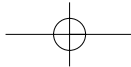
Calculations show that the Isle of Wight has good access to primary schools with over 97% of 5-9 year olds able to access a primary school within 15 minutes by walking or public transport. The map shows several areas of “poor” accessibility (ie 40 minutes or more) however these are locations with few or no households. Comparisons with other Local Transport Authorities (LTAs) show that 51 of the 116 LTAs have better accessibility, however these are predominantly urban authorities where residents would expect to benefit from better access.

*Access to Secondary Schools by public transport, walking and cycling*



Source: Accession

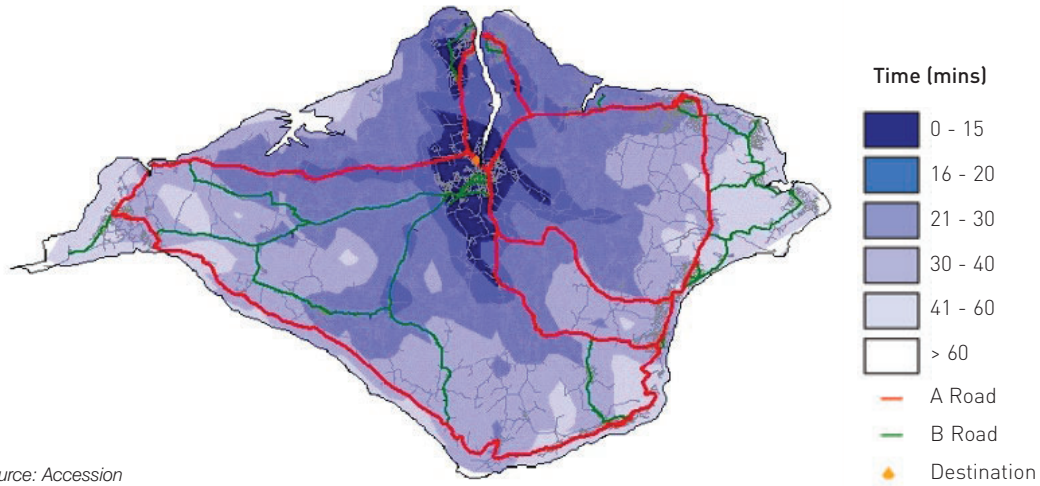
Access to Secondary Schools	% of 10-15 year olds	Ranking (Out of 116)
Within 20 minutes	95.8	19
Within 40 minutes	99.6	= 49



The Isle of Wight currently operates a 3 tier education system and, after advice from GOSE and DfT, middle schools have been included within the secondary school classification.

Similarly to primary schools, access to secondary education is considered good with nearly 96% of 10-15 year olds able to access a secondary school within 20 minutes. Comparisons with other LTAs indicates that accessibility is especially good within the 20 minutes band, where the Isle of Wight ranks 19th out of 16.

*Access to FE Colleges by public transport, walking and cycling*



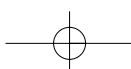
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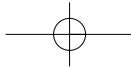
Access to FE Colleges	% of 16-19 year olds	Ranking (Out of 116)
Within 30 minutes	81.3	83
Within 60 minutes	99.6	= 55

The Isle of Wight only has one FE College, the Isle of Wight College, located in Newport (although all Island high schools offer 6th form facilities for 16-19 year olds).

Calculations show that 81% of 16-19 year olds could reach the Isle of Wight college within 30 minutes using public transport, walking and cycling, and 99.6% within 60 minutes. Comparisons with other LTAs show rankings of 83 and 55 respectively.

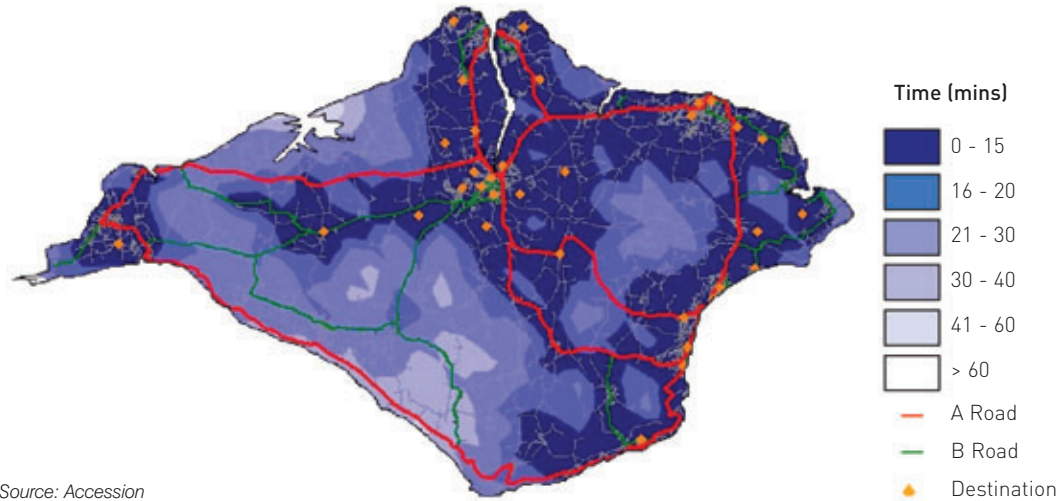
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### F.3.2 Access to employment

*Access to key employment locations by public transport, walking and cycling*



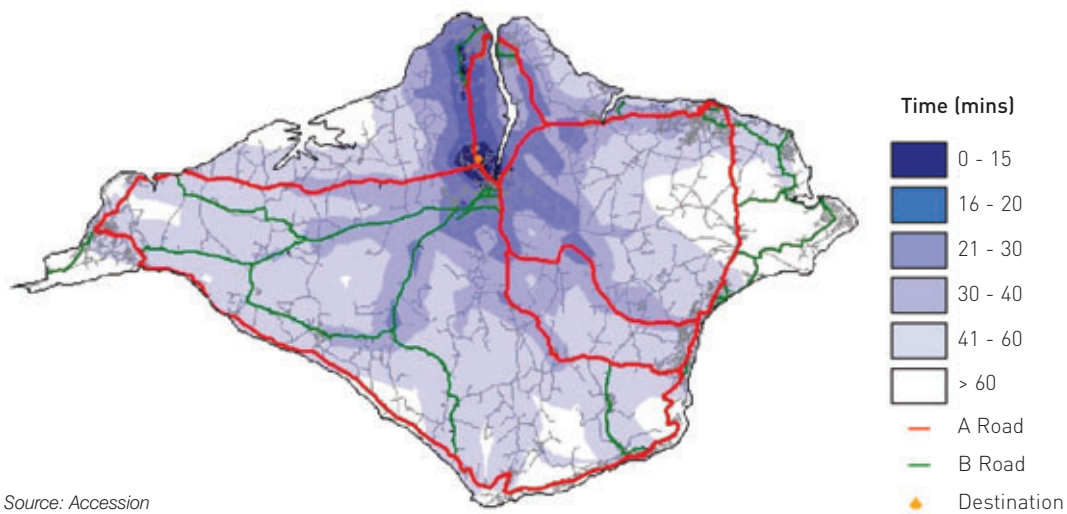
Source: Accession

Access to Employment	% of Residents of Working Age	Ranking (Out of 116)
Within 20 minutes	95.7	44
Within 40 minutes	99.8	= 51

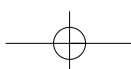
The Council have mapped access to key employment sites in accordance with the data provided by the DfT which has shown that 96% of Island residents of working age could access one of the key sites within 20 minutes by public transport, walking and cycling.

### F.3.3 Access to health

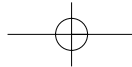
*Access to hospitals by public transport and walking*



Source: Accession







Access to Hospitals	% of Households	Ranking (Out of 116)
Within 30 minutes	32.5	= 74
Within 60 minutes	93.1	59

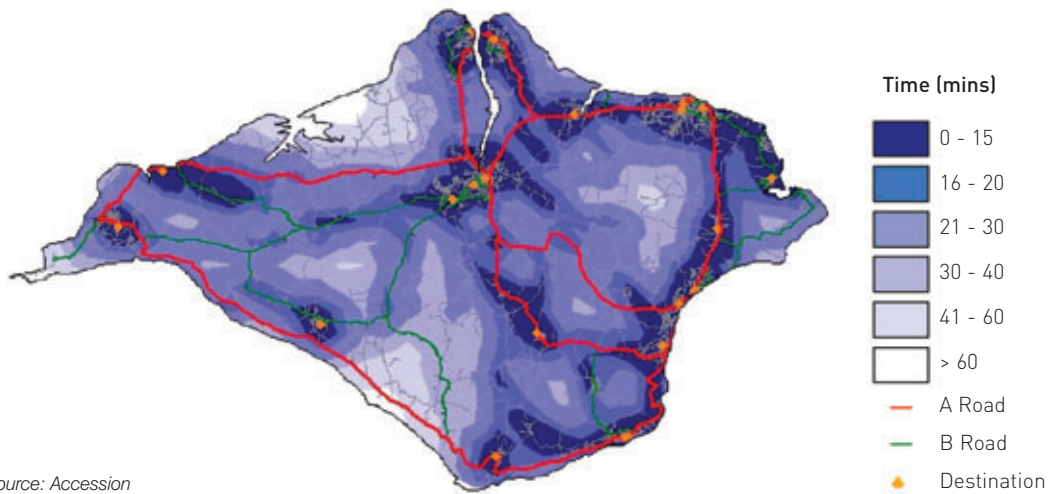


The Island has only one hospital, St Mary's, which is located in Newport.

Access to St Mary's Hospital was calculated at 32.5% of households within 30 minutes and 93.1% within 1 hour.

Comparisons to other Local Transport Authorities saw accessibility to St Mary's ranked as 74th and 59th respectively.

*Access to GP surgeries by public transport and walking*

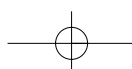


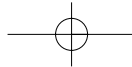
Source: Accession

Access to GP Surgeries	% of Households	Ranking (Out of 116)
Within 15 minutes	87.0	= 49
Within 30 minutes	98.8	= 53

There are currently 22 GP surgeries across the Island, located in towns and larger villages. Calculations show good accessibility to surgeries with 87% of households within 15 minutes walk/public transport and 98.8% within 30 minutes.

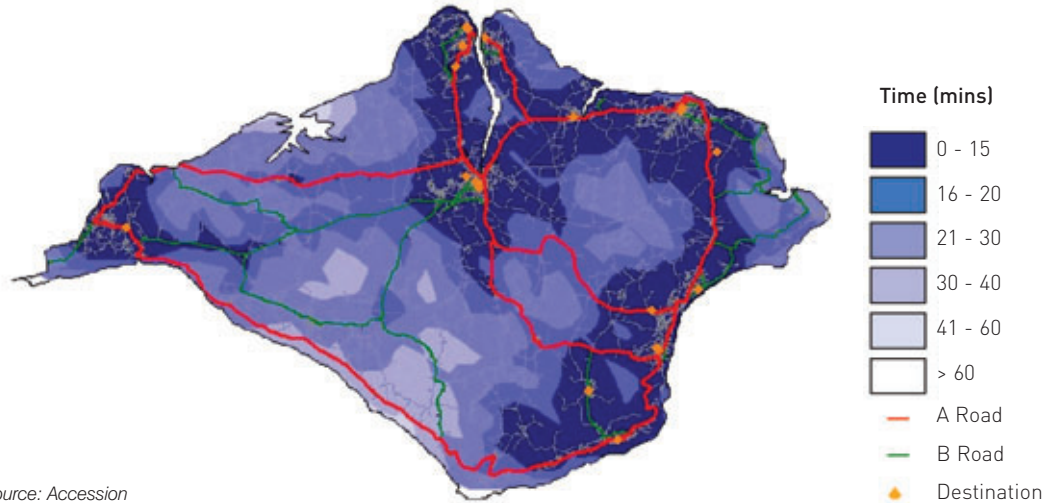
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### F.3.4 Access to shopping

*Access to major foodshops by public transport, walking and cycling*



Source: Accession

Access to Major Foodshops	% of Households	Ranking (Out of 116)
Within 30 minutes	87.8	30
Within 60 minutes	98.7	= 49

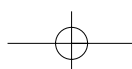
The Council have used the DfT data on locations of major foodshops. Accessibility calculations show good access to foodshops with 87.8% of households within 30 minutes and 98.7% within 60 minutes. Comparisons with other LTAs demonstrate the good accessibility benefited by Island households with the Island ranked at 30th and 49th respectively.

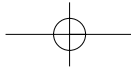
### F.3.5 Conclusions

The key results are summarised in the table below.

Destination	Demographic data	Travel mode	DfT travel time calculation % within specified minutes					
			15	20	30	40	60	
<b>Education</b>								
Primary Schools	% 5-9 year olds	PT, W	97.3	-	99.5	-	-	
Secondary Schools	% 10-15 year olds	PT, W, C	-	95.8	-	99.6	-	
FE Colleges	% 16-19 year olds	PT, W, C	-	-	81.3	-	99.6	
<b>Employment</b>								
Key Employment Locations	% Residents of working age	PT, W, C	-	95.7	-	99.8	-	
<b>Health</b>								
Hospitals	% All Households	PT, W	-	-	32.5	-	93.1	
GP Surgeries	% All Households	PT, W	87.0	-	98.8	-	-	
<b>Shopping</b>								
Major Food Shops	% All Households	PT, W, C	87.8	-	98.7	-	-	

PT - Public Transport W - Walking C - Cycling Source : Department for Transport / Isle of Wight Council





These results indicate that the majority of Island residents benefit from relatively good access to key services. However this analysis only considers geographic map access and does not consider other barriers which may exist including:

- **Cost and affordability of transport.**
- **Reliability.**
- **Timing of public transport services.**
- **Travel information.**
- **Safety and security.**
- **Service and facility opening times.**
- **Physical access.**
- **Mobility issues.**

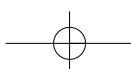
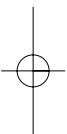
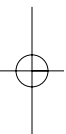
In order to identify these barriers the Council organised a series of accessibility workshops, inviting over 80 local and national organisations to participate. During the workshops, participants were given the opportunity to see an Accession demonstration and to discuss outputs, other barriers, solutions, potential partners, resources, timescales and priorities. (Notes from meetings and invitees are included in the Section O - "Additional Information").

## F.4 Local Accessibility Action Plans (LAAPS)

**These workshops identified a number of possible Local Accessibility Action Plans (LAAPs) and the Council have worked with partners to identify 6 potential LAAPs:**



Potential plans	Why prioritised
Access to Newport (general)	All core services are located in close proximity to Newport town centre. This issue is considered a high priority as it potentially affects all Island residents and visitors (see paragraph F.5 for details). Newport is also a key priority of other wider vision and objectives and the subject of an LTP2 major bid (see Section M - "Investment Programme" for more details).
Access to and around Carisbrooke Park Estate, Newport	This area suffers from a number of problems including access to schools, employment, safety and congestion. Problems in this location directly affect local residents and children attending schools in the area. Issues can also have a detrimental affect on access to Newport (see above) and the wider community (eg on going delays to bus services).



Potential plans	Why prioritised
Access to Island healthcare	The Island has only one hospital (St Mary's) and surveys suggest that access to this location may be difficult for some sectors of the community. NHS may be considering future re-organisation of health facilities.
Access to mainland healthcare	St Mary's hospital does not offer a number of key essential services (including renal and cancer care) requiring patients, carers and visitors to make regular journeys to mainland hospitals. These trips can be expensive and journeys complicated. Until recently some financial assistance was available from the Health Authority but this has now been removed. The Council, in partnership with others, are considering future initiatives including reduced fares, access to ferry terminals and onward mainland travel. This can be done in partnership with neighbouring authorities included in the Solent Transport Group.
Access for freight	Economic regeneration is considered a key priority for the Island (see Sections D - "Long Term Strategy and G - "Promoting Economic Prosperity and Regeneration" and this will undoubtedly result in increased freight movements. With freight only able to leave and enter the Island via ports, this can have a detrimental affect on people living close to terminals, delivery times and congestion.
Access for the mobility impaired	<p>The Council have received a number of representations from disabled and other groups relating to access for the mobility impaired including availability of low floor buses, disabled bays, dropped crossings and other infrastructure.</p> <p>This plan would benefit various sectors of the community including elderly (28% of Island population over 60), disabled (6% of adult population issued with disabled parking badge in 2004/05) and those with pushchairs.</p>

LAAP	Issues (from workshops & discussions)	Timescale	Partners	Possible Solutions	Possible Monitoring?
Access to Newport	Congestion. All roads lead to Newport. Implications of school traffic (particularly at Carisbrooke Park Estate). Newport deliveries. Parking - cost, availability. 'All' services in Newport.	Whole plan period	Council, business associations, Chamber of Commerce, Federation of Small Businesses, transport operators, Isle of Wight Economic Partnership, Rural Community Council, Rights of Way Section, Cyclewright, SUSTRANS Transport Operators.	Bus improvements - infrastructure, frequency, ticketing, timing. Improved walking and cycling routes. Car sharing. Better use of infrastructure. Develop separate LAAPs for Carisbrooke Park Estate and freight. Parking policy. Study to consider existing and future developments and traffic implications for Newport. Major bid submission.	Accessibility calculations using Accession. Compilation and delivery of other LAAPs. Key milestones eg. completion of study, introduction of car sharing schemes(s). Walking & cycling improvements.
Accessibility to & around Carisbrooke Park Estate including access to local schools (Carisbrooke school cluster) & Newport Town Centre (employment, shopping, FE education, hospital) (see detailed LAAP in Section 0 - "Additional Information" for more details)	School traffic. Parking. Rat running. Speeding. Impact of future developments. Accidents. Infrequent bus services. Bus stops. Public transport awareness. Access to Newport town centre - walking, cycling, bus services.	Plan Compilation - 2005/06 (see detailed LAAP for more details) Delivery 2006/07 & 2007/08	Local Members, Southern Vectis, School Transport, Wightbus, Planning, Carisbrooke Forum, Newport Forum, SUSTRANS, Emergency Services, Police, School Governors, Head Teachers, Pupils, Community.	School Travel Plans (STP) Safe Routes to School schemes(s) (SRTS) Change double yellow to build outs. Increased parking enforcement. Origin & destination survey to determine actual or perception. Introduction of one way roads. Speed surveys/limits. 20 mph zone - signs designed by local children? Links to planning to map any future sites and ensure adequate walking & cycling provision. Safeguarding of approximate NCN route	Adoption STP. Delivery of SRTS. Traffic & speed Surveys. Accident data Town centre accessibility calculations using Accession.

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LAAP	Issues (from workshops & discussions)	Timescale	Partners	Possible Solutions	Possible Monitoring?
				<p>22 – ensure included in future LDF.            Securing and use of Section 106 money. Impact of new road adj Kitbridge Middle School.            Analysis of accident data.            Bus timetable arrangements.            Upgrade existing stops to make disabled friendly.            Bus marketing.            Personalised travel planning.</p>	
Freight	<p>Large vehicles using inappropriate roads.            Timing of deliveries.            Lack of strategic signing.            Maintenance of routes.            Future economic growth.</p>	<p>Plan Compilation - 2006/07            Delivery - 2007/08</p>	<p>Quality Transport Partnership, Freight Transport Association, Road Haulage Association, Freight Operators, Ferry Operators, Chamber of Commerce, Federation of Small Businesses, Business Associations</p>	<p>Establishment of freight group.            Designated freight routes            - new, signing, maintenance.            Freight park.            Quality Freight Partnership (QFP).            Home delivery schemes for local retailers.</p>	<p>Regular meetings            - minutes, action plans.            Publication of route map.            Signing.            Maintenance agreement.            Establishment of QFP.</p>
Mainland Healthcare	<p>Access to &amp; from mainland.            Access to and from Island ferry terminals.            Access to and from mainland ferry terminals.            Timing of appointments.</p>	<p>Plan Compilation - 2006/07            Delivery - 2007/08</p>	<p>NHS, PCT, Rural Community Council, Transport Operators, Patient Groups, Neighbouring Authorities</p>	<p>Patient Choice Initiative.            Discretionary travel support for patient groups.            Appointment timing.            Community transport.</p>	<p>Accessibility calculations using Accession.</p>

LAAP	Issues (from workshops & discussions)	Timescale	Partners	Possible Solutions	Possible Monitoring?
Island Healthcare	Access to St Mary's Hospital. Access to GPs. Possible relocation of services	Plan Compilation - 2006/07 & 2007/08 Delivery - 2008/09	NHS, PCT, Rural Community Council, Transport Operators, Patient Groups,	Appointment timing Community transport. Co-ordination of local community transport provision to St Mary's. Improved bus services to local GP Surgeries.	Accessibility calculations using Accession. Number of patients using community transport to hospital.
Mobility Impaired	Lack of /inappropriate infrastructure	Plan Compilation - 2008/09 Delivery - 2009/10 & 2010/11	IW Society for Blind, IW Disability Action Group, Age Concern, Mothers Union Bus operators	Town centre audits. Moving of street furniture. Crossings - pedestrian, dropped. Disabled bays. Shop mobility. Low floor buses and infrastructure.	Number of crossings. Number of bays. Establishment of shop mobility scheme. Accessibility calculations using Accession.
<p>May also consider development of other LAAPs during life time of plan including:</p> <ul style="list-style-type: none"> <li>• Access to countryside/leisure and recreation;</li> <li>• Access to employment;</li> <li>• Access for young people (including access to education).</li> </ul>					

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### F.4.1 LAAP development and delivery timetable

The Council recognise that not all LAAPs can be delivered simultaneously and have discussed with partners a phased timetable taking into account local priorities, issues, initiatives and resources.

LAAP	Pre 2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Access to Newport						
Carisbrooke Park Estate						
Freight						
Mainland Healthcare						
Island Healthcare						
Mobility Impaired						
Other LAAPs	??	??	??	??	??	??

KEY:  Plan Compilation  Delivery

During 2005/06 the Council has been working with others in developing a Local Accessibility Action Plan for the Carisbrooke Park Estate area of Newport. This plan will be further developed and delivered during 2006/07 and 2007/08. (See Section O - "Additional Information" for LAAP).

## F.5 Accessibility indicator and target

**As part of the compilation of LTP2, Local Authorities must include at least one accessibility indicator and target. This indicator can be based on the DfT's core accessibility indicators or a locally developed indicator.**

### F.5.1 Indicator selection

The Council have mapped and analysed access to each of the DfT's core destinations (using Accession software) (see paragraph F.3). The mapping exercise and workshop discussions have identified that all of the core services are located in Newport including:



- Island's only hospital (St Mary's).
- Island's only FE College (IW College).
- Island's principal retail centre (Newport).
- Largest employment centre (including 5 of the 8 largest Island employers and 2 biggest industrial estates).
- 2 of the Island's 5 high schools.

All of the above services are located within 1.2km of the town centre (ie acceptable walking distance)



and therefore the Council have decided to develop a local indicator based upon access to Newport town centre. This will be an all embracing indicator as it will also indirectly measure access to all of the core services. (The Council have already discussed the selection and development of this indicator with both the Accessibility Planning Section of DfT and GOSE).

#### *Links to wider vision and objectives*

The adoption of this indicator also links with other plans and policies in particularly the Local Area Agreement (which acknowledges the important role of Newport and links to accessibility) and the Local Development Framework's Spatial Vision and Objectives, principally objective SO2 which states:

#### **SO2: Roles & Functions of Settlements**

SO2.1. Newport. The Isle of Wight Council will seek to ensure that Newport continues to evolve as the Island's primary centre and as a high quality place to live, work, access health, education and social services and connect to the Isle of Wight's other settlements. This will be achieved by:

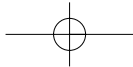
- **Maintaining Newport's central role as a civic, shopping, job, education and public service centre;**
- **Supporting Newport's role as home to the Island's larger businesses requiring larger sites along with a diverse range of other businesses to support the local economy;**
- **Encouraging new housing on brownfield sites;**
- **Ensuring that any housing developments on urban extensions offer a high quality, mixed-use environment that integrates them with surrounding neighbourhoods and the amenities and services Newport can offer;**
- **Supporting Newport's role as a public transport hub;**
- **Strengthening public transport connections to Ryde and the new public transport interchange and cross Solent services;**
- **Avoiding impacts on sensitive land and water environments in the Medina Valley.**

## F.5.2 Target setting

In order to set an appropriate target the Council have calculated current journey times to Newport by public transport, walking and cycling for all households and those without a car.

Journey Time to Newport	All Households		Households without a Car	
	No	%	No	%
Within 15 minutes	13,300	23.1	3,218	22.7
Within 30 minutes	43,774	76.1	10,983	77.4
Within 60 minutes	57,389	99.8	14,160	99.8

Source: Accession software



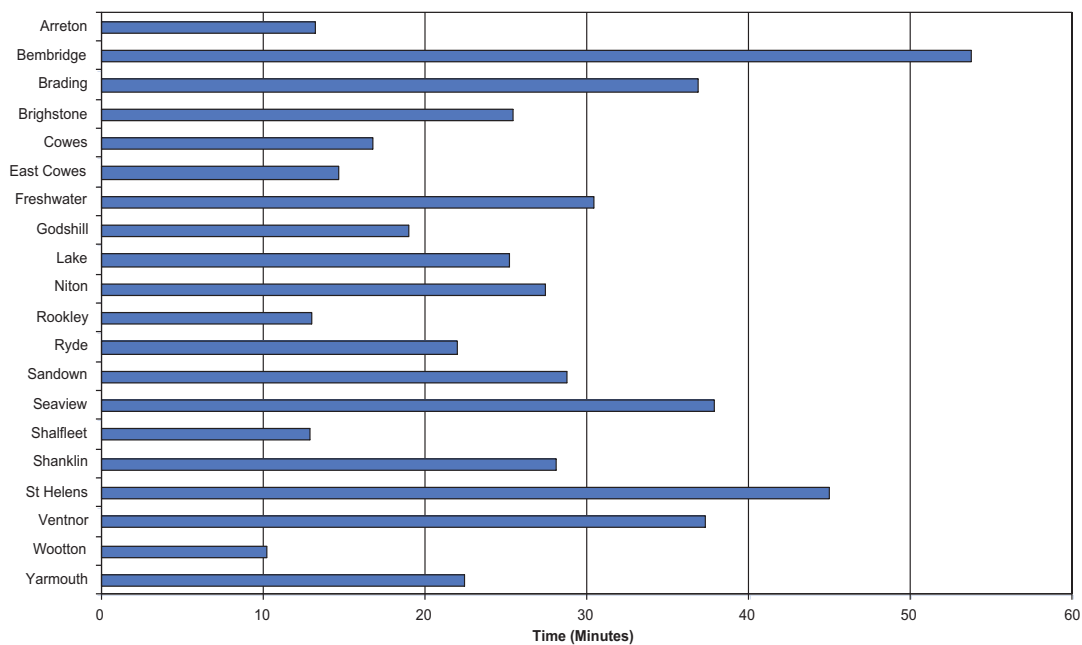
The Council have considered each of the 3 journey times and have decided that improving accessibility for the “within 30 minutes” band would be most appropriate. This time band has been selected because:

- It would be difficult to increase the numbers/frequency “within 15 minutes” band due to the Island’s current settlement and population distribution.
- The “within 60 minutes” band already benefits from 99.8% coverage and targeting the final 0.2% - which would equate to 130 households or 31 households without a car - would not offer good value for money.
- 30 minutes is considered to demonstrate a level of good accessibility and is also the criteria used in 5 of the government’s 7 core indicators (ie primary schools, FE colleges, hospitals, GPs and shopping).

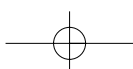
Comparisons of the “30 minute band” calculations show that “households without a car” benefit from better accessibility than “all households” (77.4% compared to 76.1%) and therefore the target is based upon the “all households” category.

To set a realistic target, the Council has identified the major population settlements (excluding Newport) and have calculated the time currently taken to access Newport from each of these locations.

**Access to Newport by public transport, walking and cycling**



The graph shows that 14 of the 20 major settlements are already covered by the “within 30 minutes” band and, in order to make significant improvements, the Council and its partners will need to



concentrate on access from the outstanding 6 settlements. However geographically 5 of these settlements are located on the Island's extremities, with the 6th (Brading) only directly accessible to Newport via predominantly unclassified roads. Therefore to improve access to Newport we must tackle access from smaller villages/hamlets and/or increase frequency/reduce journey times. Taking this into account the Council has set the following target:

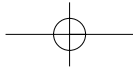
**By 2010/11, to increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.**

Trajectories, actions and risks are outlined in the Performance Indicators section.

### F.5.3 Summary of key actions

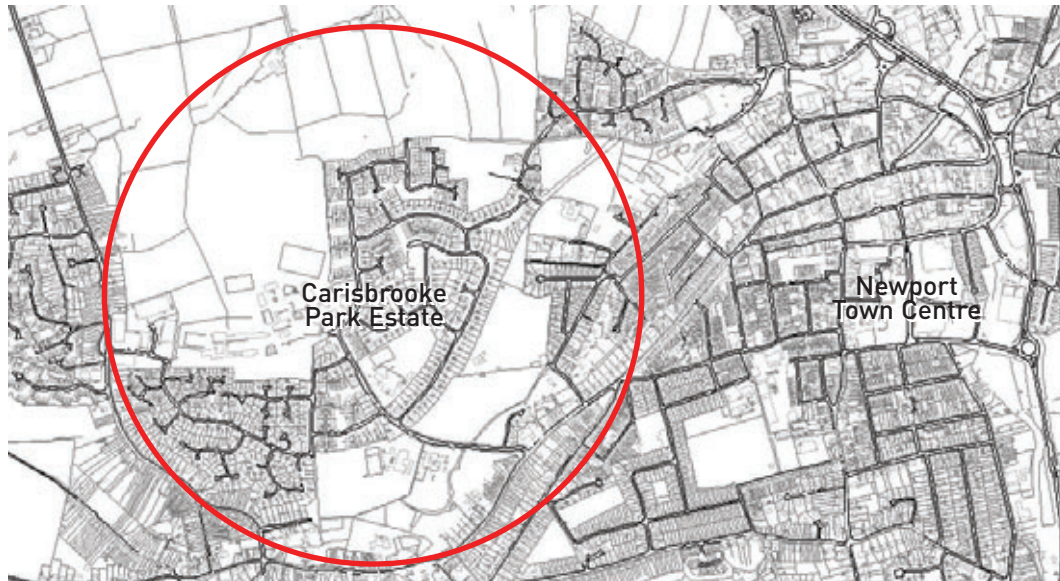
Issue	Method
Compilation and development of Local Accessibility Action Plans	Partnership working - compilation of plans in partnership with others including service providers, transport operators and user groups.
Delivery of Local Accessibility Action Plans	Partnership working - work with partners to deliver schemes and initiatives to improve accessibility.
Performance monitoring and evaluation of Strategic Accessibility Assessment and Local Accessibility Action Plans	Indicators, targets and milestones - establish suitable monitoring to demonstrate contribution initiatives will make or have made towards increasing accessibility.

Increasing accessibility



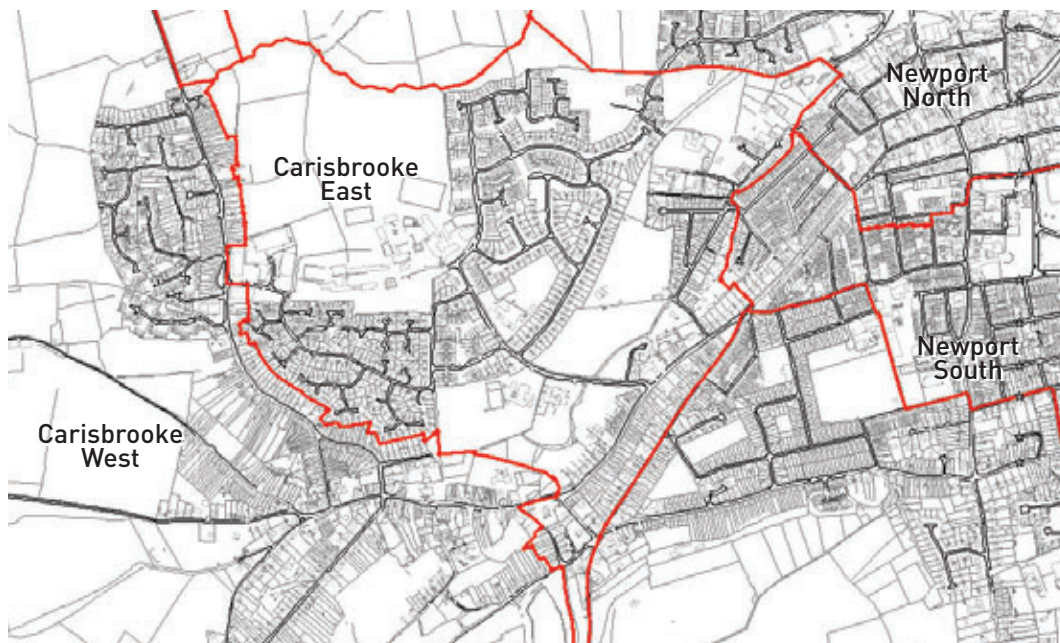
## F.6 Accessibility Action Plan – Carisbrooke Park Estate

The area of Carisbrooke Park Estate is a residential area located on the western outskirts of Newport, approximately 1.5km from the town centre. The area was originally constructed in the 1950s with major extensions added to the south-west during the late 1980s/early 1990s and to the north-east during the last three years.

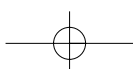


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The area is predominantly located in the Carisbrooke East ward although issues also affect the neighbouring wards of Carisbrooke West, Newport North, Newport South, Mountjoy and Pan.



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## F.7 Issues

Over the last few years the Council has received a number of representations from Local Councillors, Council Officers, transport providers, emergency services, schools and residents concerning accessibility related issues in the area including access to schools and work, congestion, public transport provision, safety and the knock on affect to other areas and services.

These issues were again highlighted in the Strategic Accessibility Workshops held during 2005 and subsequently the Council held a specific workshop to discuss accessibility in the area (see Section O - "Additional Information" for meeting notes).

The workshop identified a number of issues which can be summarised as follows:

- School access.
- Impact of school related traffic – parent cars and buses.
- Accidents.
- Child safety.
- Inappropriate parking.
- Rat running.
- Speeding.
- Access to Gunville Trading Estate.
- Access to Newport town centre – public transport, walking and cycling routes.
- Affect of the area on Newport town centre (congestion).
- Frequency and timing of bus services.
- Location and bus stop facilities.
- Public transport awareness.
- Impact of new and future developments.

The meeting also highlighted the importance of distinguishing fact from perception and the value of appropriate survey data and evidence. As a result the Council has collected background data in order to gain a greater understanding of the characteristics and possible issues affecting the area.



## F.8 Background data & local evidence

### F.8.1 Housing

According to the 2001 Census there were 1073 dwellings in the Carisbrooke East ward. However subsequent housing developments would have increased this figure to nearer 1350, making this both the largest ward and residential area in Newport.

Dwelling Type - 2001 Census						
Area	Unshared dwellings	Detached	Semi	Terraced	Flat	Other
<b>Isle of Wight</b>	<b>61,389</b>	<b>36.4</b>	<b>29.2</b>	<b>15.0</b>	<b>18.8</b>	<b>0.6</b>
Carisbrooke East	1,073	41.8	33.1	19.9	4.9	0.3
Carisbrooke West	1,205	32.1	34.9	24.6	8.0	0.3
Mount Joy	1,109	26.0	40.7	16.4	16.7	0.3
Newport North	1,245	10.0	14.7	38.3	36.5	0.5
Newport South	1,213	15.8	17.3	44.4	22.4	0.0
Pan	1,194	13.7	42.5	29.0	14.8	0.0

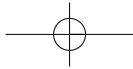
Source : ONS, 2001 Census of Population

### F.8.2 Population

The 2001 Census also showed that the ward had a higher than average proportion of young people, with 21.3% of the 2,719 residents between the ages of 5 and 17, compared to the Island average of 15.8% and the national figure of 16.7%. This could be attributed to the number of schools in the area, housing type & age and proximity to Newport town centre.

Resident Population - 2001 Census					
Area	Population	% of Population Aged			
		0 - 4	5 - 17	18 - 59	60 +
<b>Isle of Wight</b>	<b>132,734</b>	<b>4.9</b>	<b>15.8</b>	<b>51.0</b>	<b>28.4</b>
Carisbrooke East	2,719	4.9	21.3	53.3	20.5
Carisbrooke West	2,938	5.8	18.3	54.6	21.3
Mount Joy	2,718	5.7	20.3	50.7	23.4
Newport North	2,426	6.8	14.4	54.6	24.2
Newport South	2,709	5.7	17.3	55.1	21.9
Pan	2,770	6.6	17.0	51.0	25.5

Source : ONS, 2001 Census of Population



### F.8.3 Deprivation

The 2000 Index of Multiple Deprivation contained indices relating to:

- **Income;**
- **Employment;**
- **Health Deprivation and Disability;**
- **Education, Skills and Training;**
- **Housing;**
- **Geographical Access to Services.**

Although Carisbrooke East had a relatively low deprivation score, neighbouring wards are amongst the most deprived on the Island, with the area of Pan the second most deprived ward on the Island (and within the top 10% most deprived wards nationally) and Newport Central (now Newport North and South) ranked as 5th and Mounjoy as 19th (both in the top 25% nationally). The deprivation issues of these wards are a key factor in that they also indirectly affect the Carisbrooke East area, particularly as it is likely that a high percentage of children living in these areas will attend schools located in the East ward.

(See Section C – “Transport Issues and Opportunities” for full deprivation list and scores).

### F.8.4 Car ownership

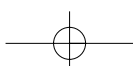
The Census showed that car ownership in the ward was higher than the Isle of Wight average, with only 15% of households not owning a car. However comparisons with multiple car ownership showed that 57% of households had only one car compared to 48% Island wide. Single car ownership could create an accessibility problem during the day if the main wage earner uses the car for work purposes, leaving other occupants without access to a car and reliant on other forms of transport and/or local services.

### F.8.5 Employment levels

Employment - Economically Active (EA)						
Area	Number EA	% Resident Population EA	% Working Full Time	% Working Part Time	% Self Employed	% Unemployed
<b>Isle of Wight</b>	<b>58,139</b>	<b>43.8</b>	<b>51.4</b>	<b>23.2</b>	<b>16.4</b>	<b>9.0</b>
Carisbrooke East	1,336	49.1	56.7	27.5	7.9	7.9
Carisbrooke West	1,425	48.5	53.8	24.1	14.0	8.0
Mount Joy	1,147	42.2	50.3	25.9	13.2	10.6
Newport North	1,133	46.7	61.3	20.0	10.2	8.5
Newport South	1,360	50.2	56.9	22.1	11.7	9.3
Pan	1,141	41.2	54.7	26.6	8.5	10.3

Source : ONS, 2001 Census of Population

As at April 2001, nearly 50% (1,336) of Carisbrooke East residents were economically active of which 92% were in employment and 8% unemployed.



## F.8.6 Travel to work

In 2001, 55.5% of the ward's working population drove to work alone, whilst a further 5.7% travelled as a car passenger, compared to the Island average of 54.2% and 6.0% respectively. In addition the distance travelled to work was relatively short, with over 40% of employees travelling less than 2km - a journey length where walking or cycling could be considered.

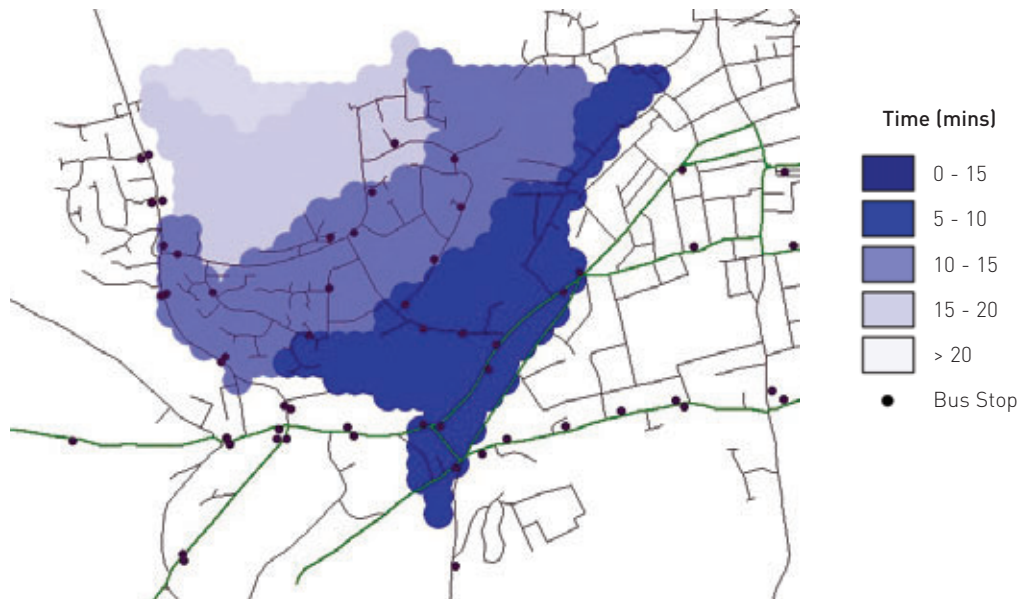
## F.8.7 Public transport

Currently 1 bus service (38 - Newport Town Service) operates through the estate with buses 7, 7a and 7b running to the south of the area.

### *Commuter Frequency*

The Newport Town Service runs every 30 minutes between 8.45 and 13.45 and hourly between 14.45 and 18.45 (or 22.45 on Fridays and Saturdays). However this service does not enable commuters to arrive in Newport until after 9.00am.

### *Access to Newport Town Centre by Public Transport*

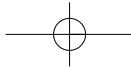


Source : Accession

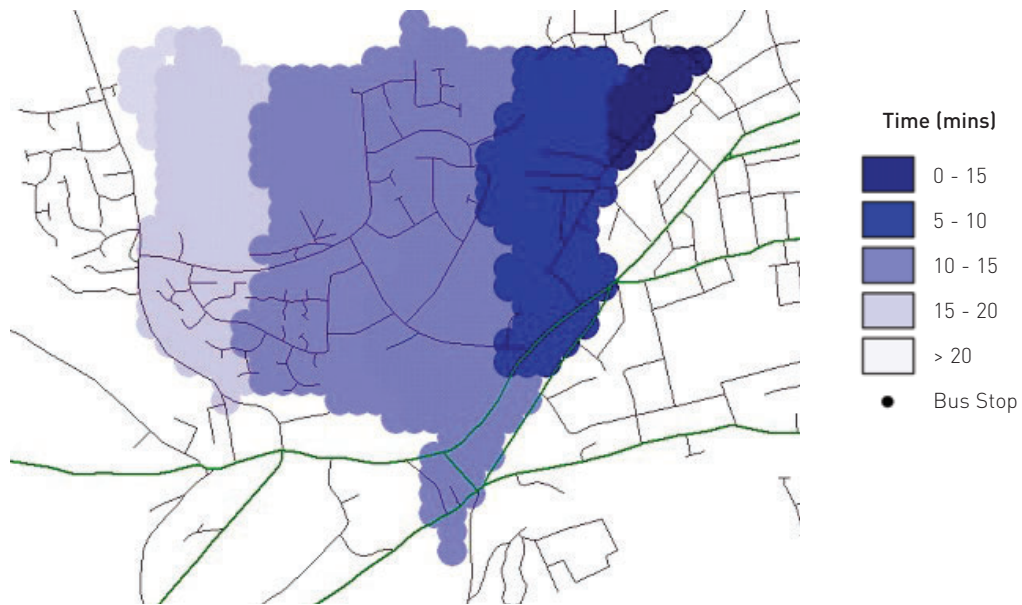
## F.8.8 Walking and cycling

The following maps show walking and cycling times to Newport town centre. Calculations shows that just over 60% of households could access the town centre by foot within 20 minutes and 88% by 25 minutes. Cycling calculations show that nearly 25% of households could access the town by bicycle within 5 minutes.



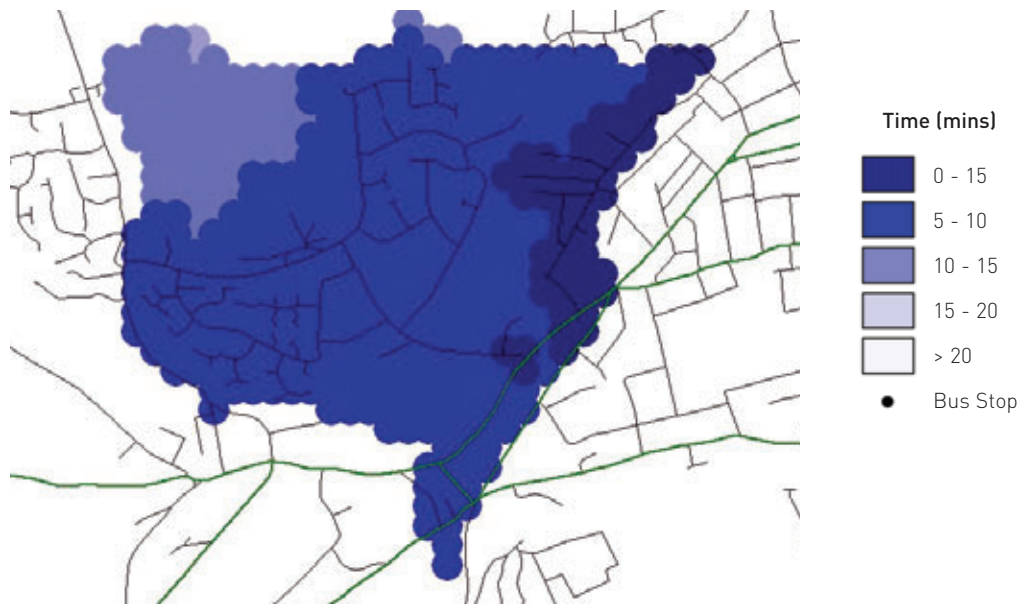


### Access to Newport Town Centre by Foot



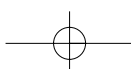
Source : Accession

### Access to Newport Town Centre by Bicycle



Source : Accession

Increasing accessibility



## F.8.9 Location of services

### Education – ‘Carisbrooke Cluster’

The Carisbrooke East ward contains 6 schools - 3 primary schools, 2 middle schools and 1 high school (with 6th form), equating to over 2,600 pupils. These schools are collectively known as the ‘Carisbrooke Cluster’.

Schools	Pupils on Roll
Carisbrooke C of E Primary School	246
St Thomas of Canterbury Primary School	100
Newport C of E Primary School	265
Archbishop King Middle School	358
Trinity Middle School	371
Carisbrooke High School	1339
<b>TOTAL</b>	<b>2679</b>

Source : EduWight

Of these schools, 4 are located in Wellington Road (2,300 pupils). The close proximity of these schools, accompanied by similar school hours, currently creates accessibility, congestion and road safety problems at the beginning and end of the school day.

### School Travel Plans

The Council are working closely with Island schools in the preparation of School Travel Plans. The 6 schools in the area are currently at varying stages in the School Travel Plan process, with no schools having completed a full travel plan.

Schools	Travel Plan Stage
Carisbrooke C of E Primary School	0
St Thomas of Canterbury Primary School	4
Newport C of E Primary School	2
Archbishop King Middle School	0
Trinity Middle School	3
Carisbrooke High School	4

Source : School Travel Plan Advisor

#### Stages:

1 = Full Plan

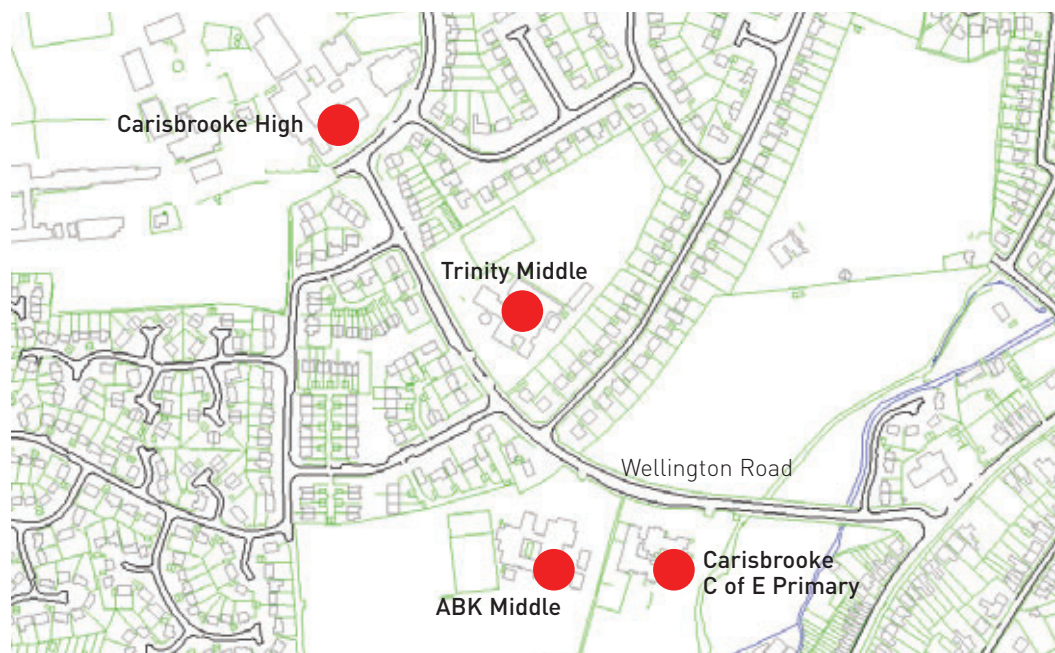
2 = Draft Plan

3 = Pupil Survey Completed

4 = Setting up Working Group

5 = Received Information Pack

0 = No Start



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### Safe Routes to School (SRTS)

In addition the Council has a programme of Safe Routes to School (SRTS) initiatives which incorporate hard engineering with softer measures (including road safety training). Of the schools in the area, 1 school (Newport C of E) has completed a SRTS during LTP1, with the other 5 schools all ranking highly in the SRTS priority ranking system.

As part of either the School Travel Plan process or the initial work for a Safe Routes to School scheme, schools are asked to provide statistics on how children travel to school. This information is not currently available but data is available on number of pupils eligible for free home to school transport (not necessarily those regularly using this facility). The data for the Wellington Road schools are as follows:

Schools	Pupils Eligible <sup>1</sup> for Free School Travel	% Pupils on Roll
Carisbrooke C of E Primary School	0	0
Archbishop King Middle School	257	71.8%
Trinity Middle School	228	61.5%
Carisbrooke High School	567	42.3%
TOTAL	1052	45.5%

Source: Home to School Transport Section

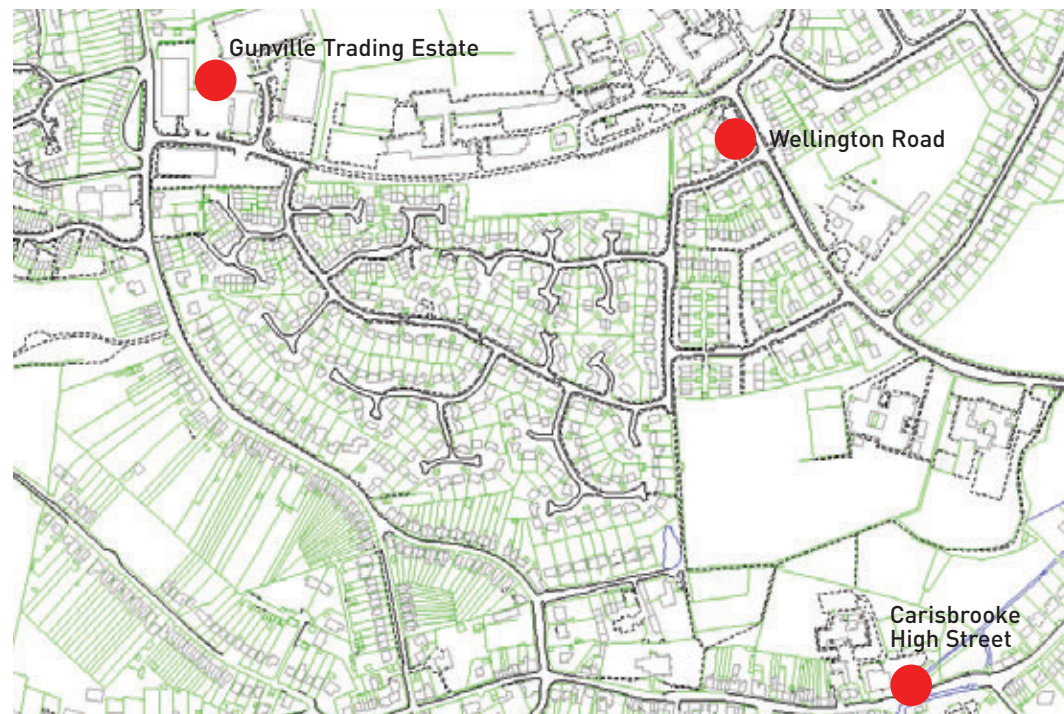
<sup>1</sup> Pupils living more than 2 miles from their primary school or 3 miles from all other schools.

This data shows that Archbishop King and Trinity Middle Schools have over half of their pupils living outside the immediate area. Both schools are denominational establishments which could account for these high figures. Living over 3 miles from school can be a problem for pupils not only in respect of travel to school but also in access to out of hours activities.

The Council will be working with schools to obtain actual travel to school data and, in particular, to identify numbers and reasons why children are currently brought to school by car.

### Shopping

There are three main shop clusters in the area, the main Carisbrooke High Street (with newsagent, estate agent and village shop with post office), a small arcade of shops at Wellington Road (newsagent, fish & chip shop, hairdresser and beauty salon) and edge of town specialist bulky good stores at Gunville Trading Estate. Many residents complain that non-residents are using the residential estate road network to access the trading estate by car.



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### F.8.10 Accidents

Over the last 3 years (01/07/2002 to 30/06/2005) there were 19 personal injury accidents reported to the Police resulting in 3 serious and 16 slight injuries. Of these, 13 (68%) were children under the age of 16, 2 of which were seriously injured.

Casualty Type	Under 16		All		Total
	Serious	Slight	Serious	Slight	
Pedestrians	1	7	1	7	8
Cyclists	1	3	2	3	5
Motorcyclists	0	0	0	1	1
Car Driver	0	0	0	3	3
Car Passenger	0	1	0	2	2
TOTAL	2	11	3	16	19

Source: Hampshire and IW Police

Of the 19 accidents, 7 were located on or adjacent Wellington Road.

### F.8.11 Traffic data

The Council does not have a permanent traffic monitoring site in the area but has carried out adhoc traffic volume and speed surveys over the last 5 years. This data is not sufficiently comprehensive to give an overview of traffic issues and therefore the Council will be undertaking additional surveys during early 2006. These surveys will include:

- **Traffic flows.**
- **Traffic speeds - particularly around school gates.**
- **Junction turning movement surveys at key junctions.**
- **Vehicle origin and destination surveys - to determine if rat running is a problem.**

These surveys will determine if residents perceptions on traffic are justified and results will be incorporated and inform the action plan.

## F.9 LAAP Objective

**Having collected and analysed relevant data and evidence, the key objective of the plan has been determined as:**

To improve accessibility, road safety and tackle congestion in the Carisbrooke Park Estate by:

- **Improving access to:**
  - a) the 'Carisbrooke cluster' schools;
  - b) the surrounding area;
  - c) Newport town centre.
- **Encouraging modal shift for both residents and school children.**
- **Reduce road casualty accidents, particularly for children.**
- **Consider implications of future initiatives and developments.**

## F.10 Why prioritised

**The Council have considered compiling Local Accessibility Action Plans on access to key services but generally results have indicated that most residents benefit from relatively good access to the majority of services. As a result the Council has decided to prioritise access to Newport town centre, where a number of the key services are located and an area where congestion and access are considered current and potential problems. (See paragraph F5 – for full details).**

The area of Carisbrooke Park Estate is located on the outskirts of Newport and problems in this area directly affect the town centre. Newport East is the largest residential ward in Newport with 6 schools located within its boundary.

These schools attract over 2,600 pupils to the area - approximately 15% of all Island school pupils - resulting in access problems for both children and residents at key times of the day. Five of the schools have been identified as Safe Routes to School priorities and it is felt that, by broadening the schemes to also deal with wider accessibility issues, this will give added value to the initiatives, offer increased benefit to the local community and assist with access to the town centre.

Although the ward itself is not classed as an area of deprivation, neighbouring wards have high deprivation scores which indirectly affect the area. Numbers driving to work are high and journey length short, suggesting the possibility of modal shift. However commuting by bus to Newport town centre is not necessarily currently feasible as the first town service does not arrive in Newport until after 9.00am.

The area has dramatically increased in size over the last 20 years with the possibility of future extensions which may exacerbate current problems and have a detrimental affect on existing residents, services, Newport town centre and the Island as a whole.

### F.10.1 Links to other priorities and targets

The objective of the LAAP links to other national and local priorities and assists with the delivery of LTP2 objectives and targets including:

- Feeding into the 'Every Child Matters' agenda - particularly in relation to child education.
- Community Strategy / Local Area Agreement - in accordance with all 4 key themes: Safer Island, Healthy Island, Thriving Island and Skilled & Educated Island.
- Aim High - contributes to the Council's vision and values.
- Local Development Framework - considers implications of current and future developments.
- LGA Shared Priorities - contributes to accessibility, congestion, air quality & road safety.
- LTP objectives - links with other LTP local objectives : economic regeneration, health, the environment, effective management and value for money.
- LTP targets - assists with delivery of various LTP2 targets including: bus patronage, casualty reduction, accessibility, area wide traffic mileage, air quality, pedestrian crossings, cycling and modal share of journeys to school.
- Ties in with the Council's major bid submission for Newport traffic improvements.

## F.11 Action Plan

The following action plan was derived from workshop meetings and evidence collection and outlines the main issues and suggests possible long and short term actions, outcomes and identifies future delivery partners (see partners paragraph - 0.12 for more details).

Problem	Possible Actions / Solution?	Outcome	Partners & Stakeholders (see also Partners Paragraph 0.12)	Timescale Short term - next 2 years Long term - 3 years +
Impact of school traffic	Development of school travel plans	Modal shift	Local Members Education Department School Governors Head Teachers & Teachers Parents and Pupils Local Residents Home to School Transport	Ongoing
	Safe Routes to School schemes	Modal Shift Improve road safety	Southern Vectis Wightbus Healthy Schools Co-ordinator Cycling Officer Road Safety Section Traffic Section Traffic Manager School Travel Planner	Short Term: Consultation spring 2006  Delivery Summer/Autumn 2006/07
	Use of road adjacent Carisbrooke High School	Bus accessibility	Carisbrooke High School Southern Vectis Wightbus Home to School Transport	Long Term

Increasing accessibility

## Increasing accessibility

Problem	Possible Actions / Solution?	Outcome	Partners & Stakeholders (see also Partners Paragraph 0.12)	Timescale
	Change to school hours	Remove school 'peaks' enabling better utilisation of buses & road infrastructure	School Governors Head Teachers & Teachers Parents and Pupils Southern Vectis Wightbus	Short term - next 2 years Long term - 3 years +  Long Term
Parking	Change double yellow lines to build outs	Stop indiscriminate parking and improve road safety	Police Traffic Section Road Safety Section Local Members Residents	Short Term: Consultation Spring 2006  Delivery: Summer/Autumn 2006/07
	Increased enforcement		Police Council - with introduction of decriminalised parking	Ongoing
Traffic levels, speeding and rat running	Speed, flow and origin/destination surveys to determine actual or perception	Improve road safety Remove unnecessary traffic Increased accessibility for 'necessary' traffic including buses and cyclists Create less attractive route for motorists	Local Members Police Other Emergency Services Traffic Section Traffic Manager Home to School Transport Transport Operators Local Residents Carisbrooke Forum Newport Forum	Short and Long Term: Initial consideration 2006/07  Phased works
	Introduction of one way roads			
	Traffic calming - new and/or alter existing			
	Speed limits			



Problem	Possible Actions / Solution?	Outcome	Partners & Stakeholders (see also Partners Paragraph 0.12)	Timescale
Access to Newport Town Centre	Bus timetable improvements - service frequency, timing	Increase access to town centre and services Modal shift	Local Members Southern Vectis Cycling Officer Cycle Wight Road Safety Section Traffic Section Rights of Way Section Planning Department Carisbrooke Forum Newport Forum SUSTRANS Local Residents	Short term - next 2 years Long term - 3 years +
	Consider bus stop locations and facilities			
	Upgrade existing stops to make disabled friendly			
	Audit walking and cycling routes to town centre to consider issues such as convenience, facilities, lighting safety and crime.			
	Increased marketing			
	Personalised travel planning			
	Links to planning to map any future sites and ensure adequate walking & cycling provision			
Newport capacity study				
Identify approximate through route of National Cycle Route 22				
Securing and use of Section 106 money				
Impact of future developments				

Increasing accessibility

### F.11.1 Other appraisal

As part of the plan the Council and its partners will consider both the benefits and disbenefits of these actions, barriers to implementation, resources and value for money solutions.

## F.12 Partners and stakeholders

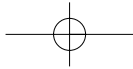
The Council alone cannot deal with the issues identified and will need to work in close partnership with others in the further development and delivery of this plan. Partners will include:

- Local Members;
- Home to School Transport;
- Southern Vectis;
- Wightbus;
- Healthy Schools Co-ordinator;
- Cycling Officer;
- Road Safety Section;
- Traffic Section;
- Traffic Manager;
- Rights of Way Section;
- School Travel Planner;
- Education Department;
- Planning Department;
- Carisbrooke Forum;
- Newport Forum;
- Sustrans;
- Representative from each of the Emergency Services;
- Legal Representative;
- School Governors;
- Head Teachers;
- Parents and Pupils;
- Local Residents.

A Project Team of this size would be difficult to manage effectively and therefore it has been suggested that three Working Groups be established dealing with:

- School issues;
- Non-school traffic & public transport;
- Wider accessibility including access to Newport Town Centre.

These groups would report back to a core Project Team including a Project Manager.



### F.12.1 Resources

Both the Council and its partners need to consider how best to resource the plan.

#### Finance

The Council have specifically allocated £178,000 of its 2006/07 integrated transport settlement towards Safe Routes to School in the area. In addition future LTP2 funding allocated to other categories (ie public transport infrastructure, cycling, walking, local safety schemes, traffic management and road crossings) could be used to augment this money (see Section M - "Investment Programme" for more details).

As part of larger developments, the Council may seek financial contributions towards future infrastructure improvements via Section 106 planning agreements. This money could be utilised to assist with the project.

The new section of national cycle route 22 would pass through this area linking existing sections from Ryde to Freshwater. This scheme is being progressed in partnership with Sustrans who will be assisting with the funding of the NCN route and will be partners in this work.

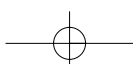
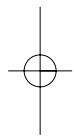
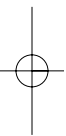
#### Time and skills

A number of the Partners do not have appropriate funding to invest in the plan. However these Partners can offer professional assistance accompanied by local experience and knowledge. These skills are invaluable in delivering a wide reaching project of this kind.

### F.13 Possible barriers

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**The plan relies upon the co-operation and partnership working with others, many of whom have other commitments. In order for the plan to succeed it is essential that actions tie in closely with Partner's own priorities and that the plan is properly project managed, bringing in the appropriate expertise at the appropriate time.**



## F.14 Targets and monitoring

To monitor the success of the project, the LAAP needs to include an appropriate set of easy to monitor project indicators. These indicators will ensure that the project remains focussed and will enable Partners to report progress back to their organisations. Due to the nature of the project these indicators will be a mix of inputs, outputs and outcome indicators. The following indicators are currently under consideration:

- Completion of key stages of the Safe Routes to School initiatives (eg school meetings, pupil surveys, site analysis, consultation, delivery).
- Number of school travel plans adopted (or progress through various stages).
- Modal shift of journeys to school.
- Reduced congestion during peak school hours.
- Traffic reduction/area wide mileage.
- Average speed reduction.
- Road casualty reduction (children/all).
- Increase in bus patronage.
- Improvements to bus timetabling and stops.
- Completion of marketing initiatives.
- Increased access to town centre (measured via Accession).
- Completion of cycling / walking audits.
- Milestones relating to progress of NCN route 22.
- Mapping of future developments and identification of key transport, walking and cycling routes.
- Resident satisfaction surveys.

The progress and success of this LAAP will be reported in future Progress Reports.